BY ORDER OF THE COMMANDER
AIR MOBILITY COMMAND

AMC INSTRUCTION 11-206

1 JUNE 1999

Flying Operations

MOBILITY FORCE MANAGEMENT

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements AFPD 11-2, *Aircraft Rules and Procedures,* and establishes policy and responsibility for Headquarters AMC, AMC Tanker Airlift Control Center (TACC), AMC wings, groups, and squadrons; and AMC-gained Air National Guard (ANG) and AMC-gained Air Force Reserve forces assigned to a theater or operating with a AMC mission identifier; Aerial Port Squadrons (APS); and Air Mobility Operations Groups (AMOGs)/Air Mobility Support Groups (AMSGs). Due to the nature of 89 AW and 375 AW operations, policies and responsibilities for these wings are consolidated in **Chapter 11** and **Chapter 12** of this instruction. Everyone who allocates, plans, assigns or schedules active duty AMC mobility resources against peacetime operational requirements must comply with this instruction. This publication applies to the Air National Guard (ANG) when published in the ANGIND 2 and the United States Air Force Reserve (USAFR) when published in the AFRES INDEX 2. MAJCOMs may supplement this instruction, but must obtain prior approval from HQ AMC/DOO, 402 Scott Drive Unit 3A1, Scott AFB IL 62225-5302. The reporting requirements established in this directive are exempt from licensing in accordance with paragraph 2.11.10 of AFI 37-124, *The Information Collections and Reports Management Program; Controlling Internal, Public, and Interagency Air Force Information Collections*."

Improvements and suggestions are encouraged. OPR for this instruction is HQ AMC/DOO, DSN 576-8943, commercial (618) 256-8943 or FAX DSN 576-4627.

Chapter 1

GENERAL

1.1. Revisions:

1.1.1. HQ AMC/DOO coordinates and publishes changes/revisions as required. All changes must be coordinated through ANG and USAFR.

1.1.2. Send comments and suggested improvements on AF Form 847, **Recommendation for Change of Publication** through command channels to HQ AMC/DOO, 402 Scott Drive, Unit 3A1, Scott AFB, IL 62225-5302.

1.2. Procedures. AMC TACC will establish such procedures as are necessary to conform to the policies and responsibilities outlined in this instruction. To ensure mobility operations remain standardized throughout the Command, supplements must not change the basic policies and responsibilities prescribed here. Send HQ AMC/DOO an information copy of any supplements.

1.3. Waivers. Process waiver requests using AFI 37-160, volume 1. *The Air Force Publications and Forms Management Programs--Developing and Processing Publications*, procedures.

1.4. Operations Security. Operations security (OPSEC) was considered when preparing this instruction. Insure all subsequent actions pertinent to this instruction meet the requirements of AFI 10-1101, *Operations Security (OPSEC) Instructions*.

Chapter 2

CONCEPT

2.1. Objectives:

2.1.1. Maintain a stable combat ready force through the annual flying hour program.

2.1.2. Ensure an adequate response capability to support AMC's contingency mobility mission.

2.1.3. Satisfy training requirements.

2.1.4. Stabilize aircrew, aircraft maintenance, and aerial port/terminal workloads through efficient scheduling.

2.1.5. Satisfy user mobility requirements worldwide.

2.1.6. Assure efficient use of mobility resources.

2.1.7. Standardize air mobility management procedures at each management level.

2.1.8. Standardize aircrew and aircraft mission scheduling at wing, group, or squadron level.

2.2. General. Air mobility management is a dynamic process; however, for simplification this instruction divides it into four steps:

2.2.1. Determining requirements. Congress funds the total flying hour program. Hours other than those for unilateral aircrew training, maintenance test and ferry, and active duty Joint Airborne Air Transportability Training (JA/ATT), are available through the Defense Business Operating Fund (DBOF). See **Chapter 4** for additional information.

2.2.2. Planning and scheduling missions. Mission planning starts after receiving annual Department of Defense (DoD) user requirements and continues throughout the year. These requirements are the basis for developing AMC schedules, commitment plans, wing operating plans (WOPs) and group operations plans (GOPs), maintenance schedules, and individual aircrew schedules. When developing a unit schedule, consider user and operational requirements, available flying hours, and maintenance capabilities and limitations. HQ AMC TACC XOOM/XOOT will coordinate the scheduling procedures for USAFR associate and unit-equipped AMC-gained units flying AMC missions. Coordinate ANG mission schedules with NGB/XOXE and USAFR mission schedules with HQ AFRES/DOOM. See **Chapter 5** for additional information.

2.2.3. Committing flying hours. HQ AMC TACC will allocate active duty flying hours to wings and groups. See **Chapter 6** for additional information.

2.2.4. Implementing schedules. Schedules are implemented using the AMC Deployment Analysis System (ADANS), the Global Decision Support System (GDSS), and the C2 Information Processing System (C2IPS). See **Chapter 7** and **Chapter 8** for additional information.

2.2.4.1. Air refueling requirements are identified and tasked on a quarterly basis. Implementation of each weekly or monthly schedule is a refinement of the original long-range schedule.

Chapter 3

POLICIES AND RESPONSIBILITIES

3.1. General:

3.1.1. The policies and responsibilities in this instruction are written for peacetime conditions. Explain all deviations to HQ AMC through command operations and maintenance channels.

3.1.2. The Director of Current Operations at TACC, and the unit Operations/Logistics Group Commanders are responsible for assigning mobility resources against their command-level mission requirements.

3.1.3. Many agencies develop requirements, determine capabilities, and execute AMC operations. These agencies must ensure all pertinent factors are considered by coordinating among all staff elements. Before distributing a formal operational schedule, the appropriate commander must approve it.

3.2. AMC Headquarters:

3.2.1. Establishes policy and responsibility for TACC, NAFs, AMOGs, and wings regarding:

NOTE: HQ AMC will coordinate policies, and responsibilities affecting USAFR associate and unit-equipped AMC-gained units.

3.2.1.1. Active duty flying hours.

3.2.1.2. Training requirements.

3.2.1.3. Special operational requirements.

3.2.1.4. Rotation and augmentation schedules (if required).

3.2.1.5. Augmentation resources and requirements supporting the Chairman of the Joint Chiefs of Staff (CJCS) exercises.

3.2.1.6. Combat Control Team (CCT), Tanker Airlift Control Element (TALCE), Air Mobility Element (AME), Tanker Task Force (TTF), and stage crew management taskings.

3.2.1.7. Channel, Special Assignment Airlift Mission (SAAM), Joint Airborne/Air Transportability Training (JA/ATT), and training requirements.

3.2.2. Monitors the application of TACC and NAF capability to ensure requirements are met and resources are used effectively.

3.2.3. HQ AMC/DOO. Coordinate and publish AMCI 11-208, *AMC Operations* (to be reviewed annually). AMCI 11-208 provides guidance and information for aircrew, support functions, and users of AMC resources.

3.2.4. HQ AMC/DOTV. Publish a Summary of Airfield Restrictions and an Airfield Suitability Report semi-annually.

3.3. AMC TACC:

3.3.1. Determine daily cargo capability and a 72-hour forecast of requirements.

3.3.2. Develop, revise, add to, and implement schedules for CONUS and intertheater, SAAM, exercise, air refueling, JA/ATT, training, and channel support missions.

3.3.3. Provide AMC-assigned and gained mobility forces, when available, to supplement theater-assigned mobility aircraft when requirements exceed theater-assigned capability.

3.3.4. Coordinate with the AME if established.

3.4. Wings and Groups:

3.4.1. Determine unilateral training requirements and ensure assigned and gained aircrew training requirements are accomplished.

3.4.2. Current operations will input additions, changes and deletions for augmentation, JA/ATT, training, test and ferry, and single-wing SAAM missions into C2IPS or GDSS.

3.4.3. Using established procedures, maintenance will assign aircraft and squadrons will assign aircrews to missions entered into C2IPS or GDSS.

3.4.4. Manage the wing airframe and flying hour program IAW command directives.

3.4.5. Obtain diplomatic clearances as required IAW the Foreign Clearance Guide for missions the wing plans. Contract commercial carriers will obtain their own diplomatic clearances. TACC will assist units and commercial carriers if the need arises.

3.5. Command and Control System:

3.5.1. General.

3.5.1.1. The AMC Commander retains command of AMC assigned forces operating worldwide. Operational control of these forces is exercised through the appropriate agency of the TACC command and control system. Command of Air Reserve Component (ARC) forces remains within ARC channels prior to mobilization.

3.5.1.2. Refer to AMCI 10-202, volume 3, *Contingency and Wartime Air Mobility Management*, for information and guidance concerning the management of AMC mobile command and control forces available.

3.5.1.3. Refer to AMCI 10-202, volume 6, *Mission Reliability Reporting System (MRRS)*, for information and guidance concerning operational control of AMC-assigned strategic and theater-assigned tanker and airlift forces operating in the theaters.

3.5.1.4. AMC and AMC-gained ARC crews flying AMC missions will report IAW AMCI 10-202, volume 6.

3.5.1.5. All AMC-gained ARC missions should be entered into C2IPS or GDSS. The global command and control system requires visibility of all mobility assets. AMC command and control facilities will input flight following data on ARC missions that transit their station.

3.6. Air Terminal Operations Centers. Responsibilities are explained in AMCI 24-101, volumes 1, *Military Airlift--Transportation*, and volume 9, *Military Airlift--Air Terminal Operations Center*.

3.7. AMC TACC Air Mobility Support Groups (AMSGs)/Air Mobility Support Squadrons (AMSSs). Theater AMSGs and AMSSs or equivalent manage air terminal operations within their area of responsibility. AMSGs and AMSSs:

3.7.1. Collect management data.

3.7.2. Monitor current flight schedules.

3.7.3. Manage, direct, and control current air terminal operations.

3.7.4. Monitor port levels and provide requirements for a period of 24 to 72 hours to ensure optimum use of aircraft capabilities.

3.7.5. Provide air transportation expertise as required.

3.7.6. Provide an initial cadre of air transportation expertise for contingency operations.

3.7.7. Manage space allocation. The AMSGs and AMSSs, in conjunction with air terminals and traffic management offices, will provide timely movement to user transportation requirements through effective aircraft utilization.

3.7.8. Manage/direct employment and logistical support for Aerial Port Squadrons (APSs).

3.7.9. Receive, process, and approve, when appropriate, AFJMAN 24-204, *Preparing Hazardous Materials for Military Air Shipments*, hazardous material deviations.

3.7.10. Recommend and coordinate with mission schedulers the rescheduling, rerouting, or diverting of air mobility missions to obtain maximum utilization.

3.7.11. Coordinate with users to ensure cargo/passenger availability and provide user transportation expertise.

3.8. Integral Tanker Unit Deployments (ITUD):

3.8.1. It is the policy of AMC to maintain unit integrity to the maximum extent possible during planned or actual tanker aircraft deployments and operations.

3.8.2. Deployments and operations requiring a sufficient number of aircraft to necessitate the use of a command element and/or planning staff will, to the maximum extent possible, employ aircraft from the same organizational unit. Unit integrity begins with the smallest recognized unit, a flight, deploying with its own flight commander and crews.

3.8.3. Required support (command, operations, maintenance, communications, logistics, security, contracting, personnel, etc.) will, to the maximum extent possible, be provided from the corresponding organization.

3.8.4. If resources are required in excess of a unit's capability, sister or associate units will be chosen when possible to provide augmentation. The command element at the deployed location will be determined by the unit providing the predominance of aircraft. Once fixed, the command structure will remain in place unless changed by competent authority.

3.8.5. Rotations will maintain unit integrity to the maximum extent possible. The TACC will publish an annual rotation schedule for the next fiscal year no later than 31 Jul. Deployment and redeployment dates in the schedule may be adjusted by the TACC up to 3 days to accommodate the movement of fighter aircraft.

3.8.6. If necessary, a unit's Single Integrated Operational Plan requirements will be tasked to another unit for the duration of the deployment.

3.8.7. This policy applies to all tanker operations, exercises, and contingencies.

3.8.8. Air National Guard and Air Force Reserve units have unique considerations. Depending on the state of mobilization, due regard and consideration will be given in the maintenance of unit integrity.

3.9. AMC Mission Identifiers. Instructions for encoding and decoding all AMC mission identifiers are published in Part C to AMC Schedules.

Chapter 4

REQUIREMENTS

4.1. General. Airlift capability will be assigned according to the DoD Transportation Movement Priority System (DTMPS). Tanker capability will be assigned according to the priority system in AFI 11-221, *Air Refueling Management (KC-10 and KC-135)*. TACC/XOO will develop and coordinate procedures with NGB/XO and HQ USAFR/DO to determine AMC-gained mobility capability.

4.2. Training. Active duty AMC mobility units will identify their monthly training aircraft requirements to their AMC NAF/DOT and TACC/XOO.

4.3. Exercise and JA/ATT. These mobility user requirements are coordinated with the TACC/XOO.

4.4. Aeromedical . TACC/XOO and HQ TRANSCOM/GPMRC (Global Patient Movement Requirements Center) receive proposed aeromedical evacuation schedules from HQ PACAF/SG and HQ USAFE/SG. TACC/XOOM evaluates the schedules from an operational standpoint and the GPMRC evaluates the schedules from a medical standpoint. Conflicts in either area must be resolved with the requesting command. If the schedules are feasible and are approved from a budgetary basis, they will be published in the AMC schedules.

4.5. Channel/SAAM. TACC/XOO/TRK are the only agencies authorized to accept, evaluate, and consolidate intertheater SAAM and forecast channel mobility requirements.

4.5.1. Channel. AMC/TACC maintains passenger and forecast cargo requirements by channel by service. ***NOTE:*** TACC/TRK receives forecast cargo and passenger requirements.

4.5.2. SAAM. Requirements are sent using joint regulation AFR 76-38/AR 59-8/OPNAVINST 4630.18D. See **Chapter 11** for planning and implementation details.

4.6. KC-135 Airlift Operations:

4.6.1. Air Mobility Command will optimize the use of all AMC aircraft to support the air mobility mission areas of air refueling and airlift.

4.6.2. The KC-135 is AMC's core tanker. The KC-135 has airlift capability; however, the majority of KC-135s are dedicated to wartime air refueling (Air Mobility Master Plan, section 5).

4.6.3. To ensure a mission capable KC-135 crew force, and to ensure DoD receiver pilot's wartime readiness is not jeopardized, air refueling training requirements will not be canceled to support peacetime airlift requirements (exception in paragraph **4.6.6.**).

4.6.4. Airlift mission taskings will be spread equally among AMC units, to the maximum extent possible, to evenly distribute impacts and benefits of flying additional hours.

4.6.5. The process for tasking KC-135 units for peacetime operations will be based on flexible mission support priority systems located in AFI 11-221 for air refueling and Joint Publication 4-01 for airlift. Mission requests of ARC units will be coordinated with HQ AFRES or ANGRC.

4.6.6. KC-135s may be redirected, with the approval of the TACC/CC, in response to a crisis or to support short-notice high priority missions.

4.6.7. KC-135 dual role missions are missions where both air refueling and airlift are provided to the user. Planning agencies will use the following rules and requirements when approving support for dual role missions:

4.6.7.1. A valid dual role must satisfy the following:

4.6.7.1.1. The user must have a MAJCOM validated air refueling (AR) requirement.

4.6.7.1.2. The user must have a MAJCOM validated and HQ AMC TACC/XOOM approved cargo requirement of a minimum of two pallets of cargo, not including baggage.

4.6.7.1.3. Appropriateness and availability will be validated by the HQ AMC TACC, who will issue mission approval and tasking order.

4.6.7.2. Completed dual role requests must be received by HQ AMC TACC/XOOT a minimum of 14 days prior to the mission.

4.6.7.3. The dual role mission is primarily an air refueling mission, and the AR requirement must be met first without regard to protecting ancillary cargo capability.

NOTE: Dual role ancillary cargo capability is not contractual or guaranteed in any way. Guaranteed cargo requires a dedicated funded SAAM.

4.6.7.4. Additional tanker sorties/hours will not be expended to refuel the dual role KC-135 (i.e., force extension) solely for protecting ancillary cargo.

NOTE: Exceptions may be granted by HQ AMC/DO with recommendation of HQ AMC TACC/CC for missions that do not meet this criteria but reduce total fiscal cost, do not impact other tanker requirements, and are the most practical means available.

4.6.7.5. Dual role requests that require excessive KC-135 positioning or repositioning time will not be supported unless effective KC-135 aircrew training can be accomplished on the positioning/repositioning legs.

NOTE: For ARC missions, unit identified training needs are considered in justifying positioning/repositioning time.

4.6.7.6. HQ AMC TACC/XOOT in coordination with HQ AMC TACC/XOOM will be the final authority based on appropriateness of mission and availability of KC-135s.

4.7. KC-10 Airlift Operations:

4.7.1. Air Mobility Command will optimize the use of all AMC aircraft to support air mobility mission areas of air refueling and airlift.

4.7.2. While the KC-10 has significant airlift capability, the majority of KC-10s are dedicated to air refueling (Air Mobility Master Plan).

4.7.3. Airlift mission taskings will be spread equally among AMC units, to the maximum extent possible, to evenly distribute impacts and benefits of additional flying hours.

4.7.4. The process for tasking KC-10 units for peacetime operations will be based on flexible mission support priority systems located in AFI 11-221 for air refueling and Joint Publication 4-01 for airlift.

4.7.5. KC-10s may be redirected, with the approval of the HQ AMC TACC/CC, in response to a crisis or to support short-notice high priority missions.

4.7.6. KC-10 Dual Role missions are missions where both air refueling and airlift are provided to the user. Planning agencies will use the following rules and requirements when approving support for Dual Role missions:

4.7.6.1. The user must have a MAJCOM validated air refueling (AR) requirement.

4.7.6.2. The user must have a MAJCOM validated and HQ AMC TACC/XOOM approved cargo requirement for at least six pallets of cargo, not including baggage.

4.7.6.3. Completed Dual Role requests must be received by HQ AMC TACC/XOOT a minimum of 14 days prior to the mission.

4.7.6.4. HQ AMC TACC/XOOT in coordination with XOOM will be the final authority based on appropriateness and availability, who will issue mission approval and tasking order.

4.7.6.5. The Dual Role mission is primarily an air refueling mission, and the AR requirement must be met first without regard to protecting ancillary cargo.

NOTE: Dual Role ancillary cargo capability is not contractual or guaranteed in any way. A primary cargo Dual Role mission requires a dedicated funded SAAM.

4.7.6.6. Additional tanker sorties/hours will not be expended to refuel the Dual Role KC-10 (i.e. force extension) solely for the purpose of protecting ancillary cargo.

NOTE: Exceptions may be granted by HQ AMC/DO with recommendation of HQ AMC TACC/CC for missions that do not meet this criteria but reduce total fiscal cost, do not impact other tanker requirements, and are the most practical means available.

4.7.6.7. Dual Role requests that require excessive KC-10 positioning or repositioning time will not be supported unless effective KC-10 aircrew training can be accomplished on the positioning/repositioning legs.

NOTE: For USAFR missions, unit identified training needs are considered in justifying positioning/repositioning legs.

4.7.6.8. HQ AMC TACC/XOOT in coordination with HQ AMC TACC/XOOM will be the final authority based on appropriateness of mision and availability of KC-10s.

4.8. Air Refueling. Identify requests to TACC/XOOT on a quarterly basis IAW AFI 11-221.

4.8.1. Tanker units will identify their air refueling availability to TACC/XOOT on a quarterly basis.

4.8.2. When requirements exceed air refueling capability, requests will be supported in accordance with priorities established by AFI 11-221.

4.9. Theater:

4.9.1. JA/ATT. TACC receives all JA/ATT requirements from the theater CINC's agent and reviews missions insuring they meet requirements of pertinent OPORDS and directives (does not apply to theater or HQ ACC C-130 JA/ATT exercises).

4.9.2. Exercise. Requirements are received from the theater CINC's validating agent. TACC reviews intratheater requirements and assigns capability.

4.9.3. Channel. In coordination with the Air Terminal Operations Centers (ATOCs), HQ USAFE, and HQ PACAF counterparts, TACC consolidates channel movement requirements to affect AMC passenger and cargo schedules.

4.9.4. Air Refueling. Tanker units will identify their air refueling availability to TACC/XOOT on a quarterly basis.

4.9.5. Aeromedical. For intratheater aeromedical evacuation, the respective theater airlift squadron (AS) will coordinate with the parent airlift support ground or theater command and control agencies as appropriate to identify theater assigned or attached aircraft to provide the desired support. If theater assets are not available, or intertheater aeromedical evacuation is desired, the respective theater AES will contact the TACC.

4.10. Static Display and Flyovers . In accordance with the AMC supplement to AFI 11-209, *Air Force Participation in Aerial Events*.

Chapter 5

MISSION PLANNING

5.1. General. This chapter outlines the responsibilities for developing fiscal year mobility aircraft planning, the monthly AMC mobility management plan, and the wing or group operations plan (WOP or GOP). Documentation developed, produced, and published from these procedures is used in planning mobility operations.

5.2. General Planning:

5.2.1. AMC Deployment and Analysis System (ADANS) is used to apply military and commercial aircraft capability against forecast DoD passenger and cargo requirements. It converts requirements and capability into passenger and cargo schedules, and provides TACC/XOO/TRK with data to develop the monthly mobility management plan.

5.2.2. Airlift planning falls within the following time ranges:

5.2.2.1. Short-Range. Covers the period 100 days before the actual operating month. During this time, ADANS is used to develop and publish the AMC Passenger and Cargo Schedules.

5.2.3. Air refueling planning will be in accordance with AFI 11-221.

5.3. Long-Range Scheduling Process:

5.3.1. This guidance establishes and implements procedures and responsibilities for AMC long-range scheduling. The purpose is to improve the efficiency of air mobility assets. There are three desired outcomes: provide a vehicle for conflict resolution at the earliest possible time; provide a vehicle to analyze for expected OPSTEMPO; and enable coordination between AMC, ANG, and AFRC under a single air mobility system (SAMS).

5.3.2. Information Gathering and Consolidation:

5.3.2.1. The key to this process is to gather the scheduling inputs from all available sources. The effectiveness of the long-range planning process is dependent on accurate data and timely transmission. Additionally, translation of inputs into a consolidated picture of future activity is the only way in which effective analysis and conflict resolution can occur, and is crucial to improving efficiencies in our air mobility system.

5.3.2.2. TACC/XOB will be the office of primary responsibility (OPR) for database management. The AFRC and NGB agencies that have visibility on long-range scheduling issues will submit inputs to TACC/XOB by the first workday of each quarter. The long-range schedule covers the time period of 3 months out to 5 years. **Figure 5.1.** is a matrix which shows reporting agencies and the activities they will report. All active duty agencies will input their data by the first workday of each quarter (1 Oct, 1 Jan, 1 Apr, 1 Jul). ANG and AFRC agree to allow TACC/XOB to download their long-range schedule into the database as necessary.

Figure 5.1. Matrix

AGENCY	ACTIVITY/S
AMC/IG	ORIs, NSIs, ERIs
AMC/DOP	JCS Exercise Schedule (AMC Participation)
TACC/XOBC	C-130 Unit Deployments, Significant/ Large-Scale JA/ATTs
AMC/DOV	ASEVs, PHOENIX RODEO
TACC/XOOS	Joint Readiness Exercises, Multilaterals, Alerts
TACC/XOOO	PNAF SAAMs, Treaty SAAMs, Capstone, Alerts, CVAM
TACC/XOBA	European and Pacific SIDs
TACC/XOBK	Horseblanket Missions, ITUD, CORONETS, AEF Deployments, Business Efforts
TACC/XOG	Channels
AMC/DOK	Flag Exercises
TACC/ XOP	JCS Exercises, Contingencies
AMC/XP	Aircraft Modifications, BRAC Movements
AFRC and ANG	All Known Long-Range Scheduling Information

5.3.2.2.1. Inputs do not need to be precise statements of requirements; estimates of activity based on past experience or current trends are acceptable. Estimates should include : type activity, number of aircrews and aircraft, required base operating support forces, and projected dates or time frames (to the nearest quarter, minimum). All agencies should tentatively list (not task) activities by wing.

5.3.2.2.2. TACC/XOB will transfer necessary manual inputs into a master database by the 15 'h of the first month of each quarter (Oct, Jan, Apr, Jul). This database will be made accessible to all agencies via hard copy, electronic copy, or web access by the 20'h of the first month of each quarter.

5.3.3. Activity Deconfliction.

5.3.3.1. One of the primary purposes of the long-range planning process is to provide a vehicle for identifying and resolving conflicts between events as far in advance as possible. By identifying conflicting requirements well before their execution, planners can reduce changes, confusion, turbulence, and generally increase the overall efficiency of air mobility assets.

5.3.3.2. Upon receipt of inputs and following consolidation into a single database, TACC/XOB will highlight time frames where obvious conflicts exist between activities. Conflicts will be communicated to input agencies when the database is made available (per **2.2.2.** above). Input agencies are also responsible for identifying potential conflicts not already identified by TACC/XOB.

5.3.3.2.1. Each agency is responsible for coordinating conflicts with other affected agencies to attempt to resolve the conflict. This coordination should commence as soon as the discrepancy is noticed and be completed by the 1st day of the 2 nd month of each quarter (1 Nov, 1 Feb, 1 May, 1 Aug).

5.3.3.2.2. If there are any unresolved conflicts as of the 1 ' of the 2 d month of each quarter, TACC/XOB will convene the Long-Range Scheduling Board. This board will consist of a member from each input agency (preferably 0-5 and below). The board will be charged with developing a plan of action to rectify the conflict, complete with time frames and OPRs. TACC/XOB will then be responsible for monitoring the progress in executing the plan. Elevation of the issue to a higher level will be considered if the problem is intractable or if the board is aware of extenuating circumstances that merit higher level involvement.

5.3.3.2.3. Final resolution of conflicts will be monitored and documented by TACC/XOB. Input agencies retain the responsibility to work issues assigned by the Long-range Scheduling Board. The quarterly update to the long-range schedule will be complete by the 15 th of the last month of the quarter (Dec, Mar, Jun, Sep).

5.3.3.3. TACC/XOB will brief the 5-year schedule to AMC/CC in July of each year.

5.3.3.3.1. The 5-year plan will be thoroughly coordinated through all customers and staff agencies prior to the July presentation. This will keep all parties informed and maintain process integrity.

5.3.4. Long-Range Scheduling Product.

5.3.4.1. The actual output of the long-range scheduling process must support many types of queries, provide an accessible basis for analysis, and be portable to many users. These elements are essential to allowing easy identification of possible conflicts, accurate analysis of future levels of activity, and providing a vehicle for effective coordination under the one mobility system.

5.3.4.2. TACC/XOB will send a copy of the long-range schedule in spreadsheet/ sandchart format on the 20th of the last month of the quarter (Dec, Mar, Jun, Sep) to the AMC/DO, AMC/LG, AFRC/DO, ANG/DO, AMC/IG and TACC/CC. The quarterly report will be sorted by unit. As a minimum the report will depict the MDS, date of activity, number of aircraft, and number of aircrews for all the items listed in **Figure 5.1.** The AMC/DO, TACC/CC, NAF/ CCs and an appropriate representative from the AFRC and ANG will be invited to attend the annual July brief to the AMC/CC.

5.3.4.2.1. Agencies desiring changes to the fonnat or mode of transmission of the long-range scheduling product will submit requests to TACC/XOB. XOB will consider requests and coordinate proposed changes with affected agencies if required.

5.3.4.2.2. The long-range scheduling product should also include an analysis of future activity including projected annual OPSTEMPO, as well as periods when peaks and valleys in activity can be expected. This forecast should include estimates of TWCF and 0 and M flying hour usage rates.

5.3.5. Feedback and Evaluation Process.

5.3.5.1. The continued effectiveness of the long-range scheduling process depends on routine updates and improvements to respond to changing conditions or newly identified opportunities. AMC/DOOO is the primary OPR for changes to the long-range scheduling process.

5.3.5.2. The primary vehicle for assessing the effectiveness of the long-range scheduling process will be user feedback. Forward suggested changes and improvements to AMC/DOOO.

5.3.5.2.1. All members of the Long-Range Scheduling Board will solicit feedback from customers. The 5year schedule briefed to the AMC/CC in July of each year will be made available to customers in August. Agencies will follow up to get feedback from customers by the end of September.

5.3.5.2.2. Customer feedback will be discussed and evaluated at the November Long-Range Scheduling Board meeting. If no meeting was otherwise planned, TACC/XOB will convene the meeting for the purpose of re-evaluating the previous year's process. The long-range scheduling log will also be used in these process improvement discussions.

5.3.5.2.3. The Long-Range Scheduling Board will submit proposals for change to AMC/DOOO by the end of November of each year. AMC/DOOO will provide staff support to coordinate and implement changes.

5.4. Short-Range Planning Responsibilities:

5.4.1. TACC/XOO:

5.4.1.1. Directs how AMC organic capability will be used to meet the approved USAF flying hour program.

5.4.1.2. Commits active duty flying hour allocations to channel, JA/ATT, SAAM, air refueling, CJCS exercise planning, and training.

5.4.1.3. Applies commercial passenger and cargo capability.

5.4.1.4. Receives, commits, and schedules military/commercial expansion capability to meet monthly passenger/cargo and air refueling requirements.

5.4.1.5. Receives CJCS exercise requirements, plans and evaluates total exercise flying hours and workload, resolves conflicts, and publishes Exercise Directives.

5.4.1.6. Updates passenger and cargo schedules.

5.4.1.7. Allocates capability and determines flying hours to satisfy SAAM requirements.

5.4.1.8. Receives and identifies JA/ATT requirements, plans and evaluates total JA/ATT flying hours and work load.

5.4.1.9. Receives and allocates active duty flying hours to support AMC training requirements. Coordinates with HQ AMC/DOT to ensure training flying hour objectives are achieved.

5.4.1.10. Evaluates impact of readiness inspections in coordination with HQ AMC/IG. Determines the allocation of active duty flying hours and aircraft to support inspection requirements. Determines feasibility and allocates active duty flying hours to support unit readiness exercises.

5.4.1.11. Generates schedules and identifies excess or deficit requirements/capability.

5.4.1.12. Receives user validated requests for air refueling. Assigns tanker support with consideration of mission priority and impact on other missions.

5.4.2. TACC/TRK:

5.4.2.1. Publishes and distributes Report of Airspace Assignment: RCS: HAF-LGT(M) 7119 100 days prior to the operating month.

5.4.2.2. Updates Report of Airspace Assignments: RCS: HAF-LGT(M) 7119 as adjusted forecast cargo requirements occur.

5.4.2.3. TACC/TRK sends commercial cargo augmentation requests to TACC/XOO when required.

5.4.3. Other AMC and TACC Responsibilities:

5.4.3.1. AMC TACC:

5.4.3.1.1. Assures that requirements planned for commercial operations are not discussed with commercial carriers prior to authorization of HQ AMC/DOK.

5.4.3.1.2. Develop and coordinate planning procedures with ANGRC/DOC and HQ AFRES/DOOM.

5.4.3.2. HQ AMC/DOJR sends commercial passenger augmentation requests to TACC/XOO when required.

5.4.3.3. HQ AMC/DOK procures passenger and cargo commercial augmentation when requested by TACC/XOO and notifies TACC/XOO/TRK when procurement action is complete.

5.4.3.4. HQ AMC/DOT monitors training accomplishments of active duty flying units and coordinates training hour requirements with TACC/XOO.

5.4.4. CONUS Wings and Groups:

5.4.4.1. Prepare and update their Wing and Group Operations Plan (WOP/GOP).

5.4.4.2. Hold planning and scheduling meetings.

5.4.4.3. Coordinate all schedule changes with supported and supporting units that are affected.

5.4.4.4. For wing/group planned SAAMs, ensure that PPRs, weight waivers, airspace requirements, and diplomatic clearances are requested, obtained, and confirmed.

5.4.4.5. For wing tasked missions, ensure that PPRs, weight waivers, airspace requirements, and diplomatic clearances are obtained and confirmed.

5.5. Exercise and JA/ATT Planning:

5.5.1. Exercises. TACC/XOOX:

5.5.1.1. Prepares exercise directives for all identified CJCS exercises requiring AMC aircraft assets.

5.5.1.2. Coordinates exercise directives with TACC/XOOM airlift director as far in advance as possible. TACC/XOOX will provide exercise aircraft requirements to the airlift director NLT 30 days prior to the start of the operating month.

5.5.1.3. Coordinates all changes to established requirements with TACC/XOOM airlift director and appropriate agencies.

5.5.2. Joint Airborne/Air Transportability Training (JA/ATT). TACC/XOOM:

5.5.2.1. Coordinates and schedules the annual and monthly JA/ATT allocation and coordination workshop.

5.5.2.2. Prepares and publishes monthly mission directives (AMC OPORD 17-76, Monthly Operations Appendix) for all C-141, C-5, C-17, KC-10, KC-135 and CONUS C-130 JA/ATT activities. This directive will be sent to all participating and user agencies by the first of the month before the operating month and will contain details to allow units to plan and execute missions.

5.5.2.3. Coordinates all changes to established requirements with the appropriate agencies.

5.6. Unilateral Training Missions. Policies regarding CONUS active duty training missions will be determined by the AMC NAF Commanders.

Chapter 6

FLYING HOUR ALLOCATION/COMMITMENT

6.1. General. This chapter outlines responsibility for allocating and committing AMC active duty flying hours and ARC user funded flying hours to support DoD worldwide mobility and training requirements.

6.2. Responsibilities:

6.2.1. Wings/groups:

6.2.1.1. Execute unit flying hour program as directed by the appropriate headquarters.

6.2.1.2. Identify planned deviations from commitment to the appropriate headquarters.

6.2.1.3. Establish local procedures to verify the accuracy of hours submitted to Equipment Inventory Multiple Status Utilization Reporting System (EIMSURS).

6.2.2. TACC:

6.2.2.1. Allocate funded hours to active duty units as the fiscal year plan.

6.2.2.1.1. Review the flying hours accomplished, compare them with monthly hours allocated and make adjustments.

6.2.2.1.2. Make any revisions required to current fiscal year plan.

6.2.2.1.3. Quality control all flying hour inputs and report performance to HQ USAF.

6.2.2.2. Establish/coordinate procedures to provide flying hour commitments to AMC and Reserve Associate units.

6.3. Non-Defense Business Operations Fund (DBOF) Aircraft (Does not apply to ARC). TACC/XOOM reviews flying hours accomplished and compares them with quarterly allocations. Do not overfly allocation without TACC/XOOM approval. Send request for additional hours with appropriate explanations and impact statements. Report actual or anticipated underfly as soon as identified for possible reallocation. Overflys of 5 percent or more must be reported and fully explained.

6.4. Mobility Management Briefing (MMB). TACC/XOO/TRK and AMC/FMP will prepare and coordinate the Mobility Management Briefing (MMB) monthly to TACC/CC and AMC staff. AMC/CC will receive briefing on a quarterly basis. The MMB will provide updated information on:

6.4.1. Monthly operational plan and flying hour accomplishments (XOO).

6.4.2. TRK transportation trends and forecasts.

6.4.3. DBOF financial posture (FMP).

Chapter 7

MISSION SCHEDULING

7.1. General. This chapter outlines policies and responsibilities for developing AMC mobility mission schedules. The goal is to maintain aircrews and aircraft in a constant state of readiness and provide global logistic support as a by-product. The air mobility mission schedule should provide an even flow of aircrews and aircraft throughout the mobility system. This reduces scheduling turbulence for aircrews, maintenance, traffic, and other support areas.

7.1.1. AMC mission schedules are published in GDSS or C2IPS, or AIRS for WINDOWS and, when required, by AUTODIN message as far in advance as practical, but not normally later than 24 hours before scheduled operations. GDSS or C2IPS are the primary tasking methods.

7.1.2. TACC/XOO develops and publishes mission schedules for the following:

7.1.2.1. Joint Airborne/Air Transportability Training (JA/ATT). This category includes continuation and proficiency combat training supporting DoD agencies. Missions include airdrop, air assault, and aircraft static load training, and service school support. TACC/XOOMJ publishes JA/ATT tasking in Appendix 1 to Annex C, AMC OPORD 17-76.

7.1.2.2. Exercises. This category covers all missions supporting CJCS exercises. Exercise directives (or equivalent) are published by TACC/XOOX as appropriate.

7.1.2.3. Special Assignment Airlift Missions (SAAM). This category includes user funded requirements requested because of the unusual nature of the cargo, sensitivity/urgency, or operations to airfields other than those normally transited by AMC aircraft. TACC/XOOM dispatches mission directives.

7.1.2.4. Channel Traffic. This category includes scheduled missions operating over established routes to provide service between specified locations. TACC/XOOM publishes AMC cargo and passenger schedules.

7.1.2.5. Air Refueling. This category includes all worldwide user requirements and is published by TACC/XOOT quarterly.

7.1.3. Active duty wings/groups develop and publish mission schedules for the following:

7.1.3.1. Unilateral Air Force Training. This category includes AMC aircrew training to achieve and maintain mission ready status in both Training Funded (TF) and DBOF-T coded aircraft. Missions include qualification and upgrade training, standardization, evaluation, and continuation training. Training missions are planned, scheduled, and flown within the hours committed/allocated for training.

7.1.3.2. Other. This category includes non-revenue support, maintenance test/ferry, etc.

7.2. TACC Responsibilities:

7.2.1. TACC/TRK:

7.2.1.1. Develops daily cargo generation patterns based on service forecasts and requests airlift to support user requirements. Coordinates with aerial ports and users worldwide. Monitors and/or

reroutes missions supporting movements of human remains and explosives. Issues hazardous cargo waivers to accommodate passenger and cargo movement.

7.2.1.2. Analyzes cargo movement and forecast requirements and adjusts scheduled organic and commercial missions as required.

7.2.2. TACC/XOO:

7.2.2.1. Coordinates with AMC units, ANG/XO, and HQ USAFR/DO to develop and publish scheduling procedures which conform with HQ AMC policy and are consistent with requirements, trends, or projected changes.

7.2.2.2. Ensures all AMC schedules are properly prepared and distributed.

7.2.2.3. Schedules mobility assets to satisfy DoD requirements.

7.2.2.4. Requests additional commercial airlift, when required, to satisfy deficits in capability.

7.2.2.5. Changes schedules, when required.

7.2.2.6. Ensures schedules are published and distributed to addressees at least 75 days (passenger) and 15 days (cargo) before the operating month and 30 days before the operating quarter for air refueling.

7.2.2.7. Maintains current restrictions, limitations, and so forth, on stations that would affect aircraft movement schedules.

7.2.2.8. Issues Mission Operating Directives (MOD) for SAAMs.

7.2.2.9. Establishes procedures to implement AMC schedules.

Chapter 8

AIRCREW SCHEDULING

8.1. General. Flying unit commanders (AMC, Reserve Associate, and AMC-gained) will follow the policies of AFI 11-401, *Flight Management*; AFI 11-206, *General Flight Rules*; MCI 10-202; MCI 11-XXX series; AFI 11-408, *Aircrew Standardization/Evaluation Program Organization and Administration*; and this instruction when scheduling crews on AMC missions.

8.1.1. Flight Authorizations. Issue flight authorizations using MAJCOM procedures.

8.1.2. Security Clearances. All attached and assigned aircrew members must have at least a SECRET security clearance or one that meets the security requirements of the mission. If access to TOP SECRET or SECRET information (AFI 31-501, *Personnel Security Management Program*) is necessary, indicate this in DD Form 398, Item 9, **Statement of Personal History**, as justification for an OSI Investigation.

8.2. Aircrew Complement. Minimum basic and augmented crew complements are outlined in the MCI 11-XXX series. Normally, augmented crews will not be used; however, they may be authorized by HQ AMC/DO, even when the mission profile does not meet the criteria, if justified by the mission priority.

8.3. Scheduling Priorities:

8.3.1. Initial/Upgrade/Requalification/Difference training.

8.3.2. Keep all aircrews current and qualified.

8.3.3. Accomplish as many currency items as possible on operational missions to reduce unilateral flying training.

8.3.4. Distribute flying time as evenly as possible within the same crew position and comply with individual training and proficiency requirements.

8.4. Scheduled Return Times (SRT):

8.4.1. SRT and Firm SRT (FSRT) are scheduling tools used by air mobility units to predict when crews will return to home station. It allows force managers to plan aircrew availability and provides crews visibility over monthly flying activities. AMC and AMC-gained C-5, C-9, KC-10, KC-135, C-141, and C-17 aircrews (except those on standby at home station) will have an SRT established on their flight orders. Units, aircrews, and C2 agencies (including TACC) must be aware that flight orders and AMC Form 59 SRT entries refer to mission end time, not FSRT. FSRT must be computed as in **8.4.1.1.** below. The FSRT for the crew will be entered in the crew information section of the flight orders.

8.4.1.1. Computations. Wing/group current operations will calculate SRTs using the mission end time. The SRT is the same as the scheduled mission end time and will be used on the AMC Form 59 for tracking purposes. Mission end time is defined as the time the aircrew is scheduled to return to home station based on scheduled mission timing or return times printed in OPORDs (for deployments). AMC's goal is to return all crews to home station NLT 2 hours past SRT. FSRT for active duty, is scheduled mission end time plus 48 hours. ANG and AFRC is defined as SRT plus 24 hours.

8.4.1.2. Missions with stages of unknown duration. Use mission duration estimate plus 48 hours for each time the crew enters a stage.

8.4.1.3. Missions of unknown duration (e.g., contingencies). SRT is determined by the TACC/XOO. SRTs for ARC crews flying contingency missions will be coordinated with HQ AFRC or ANGRC.

8.4.1.4. Integral Tanker Unit Deployments (ITUD). Deployed units will compute mission SRTs based on the planned time of the deployment and the specific deployment requirements. Redeployments may be adjusted by the TACC up to 3 days to accommodate the movement of fighter aircraft (not applicable for ANG/AFRC personnel. Changes to AFRC/ANG ITUD SRTs will be requested through HQ AFRC and/or ANGRC).

8.4.1.5. C-130 Unit Deployments. SRT is computed as scheduled redeployment date (or deployment duration). Deployed units will adhere to SRT specified in deployment orders.

8.4.1.6. BRAVO/ALFA alert. Crews on alert will have "TBD" on their orders for an SRT. Upon notification, the controlling agency (normally the TACC) will determine SRT based on projected mission duration, enter this SRT in the Global Decision Support System (GDSS) and inform the aircraft commander. If launching against a mission of unknown duration, the TACC/XOO will determine SRT. SRT and FSRT rules apply to crews launched from BRAVO/ALFA alert.

8.4.1.7. Local training missions. As determined by crew duty day.

8.4.2. Changing scheduled return time.

8.4.2.1. During mission setup/planning, wing/group current operations will change the SRT as dictated by mission changes, itinerary, stages, and so forth. All changes shall be coordinated through the aircrew's squadron.

8.4.2.2. Within 12 hours of crew alert at home station (24 hours for ARC crews), the SRT will not be changed by the command and control system. Every attempt should be made not to change preestablished SRTs for ARC crews.

8.4.3. Overflying scheduled return time.

8.4.3.1. During periods of routine mobility operations, aircrews will not be diverted or delayed in the AMC system so as to prevent their return by FSRT. The following applies to both active and ARC aircrews:

8.4.3.1.1. If it appears the FSRT will be overflown, TACC/XOC will coordinate with the aircraft commander and unit commander to determine the action to be taken. If the crew returns home prior to mission completion, TACC/XOC is responsible for working another crew. For ANG/AFRC crews, TACC/XOC will also coordinate with aircraft commander and home unit for SRT overflight.

8.4.3.1.2. Priority one add-ons, natural disaster relief, emergency air evacuation missions, and JCS-directed requirements will be supported, even when the SRT will be overflown. TACC/XOZ will direct FSRT overflight for active duty crews, when required on a case-by-case basis. TACC/XOZ will coordinate with ANG/AFRC aircraft commander and unit commander for FSRT overflight approval.

8.4.3.2. For active units, TACC will notify the crew and parent wing of the new expected return time. If the home wing or group identifies an overriding problem associated with keeping an individual crew member past their FSRT, the home station command post will notify TACC of the special circumstances. TACC/XOZ will make every effort to meet special circumstance requests.

8.4.3.3. For ANG/AFRC units. FSRTs for ANG/AFRC aircrews will be considered firm and will not be overflown without the approval of the aircraft commander and the parent unit. ANG/AFRC units will be notified of pending SRT and FSRT overflight as early as possible so a crew replacement may be accomplished, or crew member extension approved, if needed.

8.4.3.4. All replacement crew members travel in ACM status (positioning/depositioning crewmember) according to AMCI 11-208, Tanker/Airlift Operations. If this is impossible, HQ AMC TACC/XOCA will verify that no military or contract transportation is available, then call the unit commander, associate wing commander (AFRC) or wing/group commander (ANG) for approval to send the crew members(s) via commercial transportation. All crew members on AMC missions may use DD Form 1610 for commercial transportation if required (see MACR/AFRESR 45-14, *Management of the Reserve Associate Program*, chapter 3, for funding provisions). In addition, TACC/XOOM will coordinate for any required Military Personnel Appropriation (MPA) man-days for ARC personnel.

8.4.4. Managing scheduled return time. Crews will be monitored closely by TACC and all en route command and control centers (CCCs) to ensure recovery by the FSRT. CCC must consider SRTs in the management of stage crews. If SRTs are not a factor, first-in, first-out concept will normally apply. TACC/XOC is responsible for managing crew members who are separated from their aircraft so they return to home station by FSRT.

Chapter 9

EN ROUTE RESOURCE MANAGEMENT

9.1. Policies:

9.1.1. Stable operations depend on a steady flow of missions in the mobility system. Since operations schedules are developed for stability, management actions must follow them. Policies and responsibilities established in this chapter apply to all aircraft operating on AMC missions.

9.2. Responsibilities. Commanders must monitor their support capability and inform TACC if it changes enough to affect mission scheduling.

9.3. Aircraft Holds/Early Departures. All planning/scheduling agencies are responsible for identifying operational requirements or restrictions early enough to avoid schedule deviations. If, however, good judgment requires deviations, evaluate the effect on downline operations before making any decision. Approval authority for early departures or holds is the agency with operational control or management responsibility (TACC, or AF component commander for exercise or contingency employments). Deviations may be authorized for weather, ARTC restriction, or airfield limitations (scheduled runway closure, etc.) and must be explained with the appropriate AMCI 10-202, volume 6, deviation indicators.

9.4. Ground Times. When a mission is operating late, attempt to meet the schedule by reducing ground time at intermediate stops or turnaround stations, but do not violate AMC crew rest policy or paragraph **9.3.** Unless an early departure is authorized (paragraph **9.3.**), early arrivals must be held until scheduled departure time. Otherwise ground times are:

9.4.1. As published in TACC schedules, GDSS, C2IPS, OPLAN/OPORD or as required for a SAAM.

9.4.2. According to TACC operating procedures for other missions, aircraft which make unscheduled landings, or with mission identifier changes.

9.4.3. As required by the mission, aircrew capability, and TACC operating procedures for offshore floater aircraft.

9.5. Overflying En Route Stations . Aircraft commanders may ask TACC Command and Control to overfly a scheduled stop. The TACC will ensure change of destination:

9.5.1. Will not impact onload/offload requirements.

9.5.2. Will not exceed the maximum on the ground (MOG) at the new destination.

9.6. Returning Aircraft. Wings must include due home dates in the remarks section of departure messages when aircraft depart home station. This date is based on planned maintenance actions (scheduled minor/major isochronal inspection, aircraft refurbishment, major TCTO/modification, mid-internal PDM, depot-level maintenance, and so forth).

9.7. Priorities . Use the following mission priority listing as a guide for supporting en route aircraft.

9.7.1. Active search and rescue.

9.7.2. 89 AW (when transporting the President/Vice President).

9.7.3. Priority 1A1 through 1B2.

9.7.4. Urgent aeromedical evacuation.

9.7.5. 89 AW (value judgment based upon user).

9.7.6. Priority aeromedical evacuation.

9.7.7. Priority 1B3 through 2B2.

9.7.8. Routine aeromedical evacuation.

9.7.9. Passenger missions/operational support airlift.

9.7.10. Priority 3A1 through 4B3.

9.7.11. Training, route familiarization/aircraft transfer.

NOTE: This applies to routine transfers only. If an aircraft is being transferred to accomplish a specific mission, that aircraft will receive the same priority at an en route stop as the mission it is going to fulfill. For example, if an aircraft is being transferred to replace a broken aircraft that is tasked to support an urgent aeromedical evacuation, the transferring aircraft will carry the urgent aeromedical evacuation priority when it stops for fuel en route.

9.8. : Conversions.

9.8.1. Operating missions may be converted to support higher priority requirements provided:

NOTES:

ARC aircraft/crews will not be converted without approval of appropriate ARC headquarters.

KC-10s may be redirected from an air refueling mission to a higher priority airlift mission after coordination with TACC/XOOT.

9.8.1.1. The requirement is justified.

9.8.1.2. Qualified people and equipment are readily available to convert the mission.

9.8.1.3. In-bound mission offloading will not seriously impact station workload or cargo shipment time.

9.8.1.4. The converted mission will operate over the same basic route structure.

9.8.1.5. Additional deviation will not seriously affect stage crew operations.

9.8.1.6. Mission number changes are relayed to aircrews and en route/destination stations.

9.9. Reroutes or Schedule Changes:

9.9.1. The AMC objective is to carry out schedules as originally published. Do not reschedule missions solely to avoid incurring departure/arrival delays. Schedule changes or reroutes must be for user requests, additional higher priority missions, changing forecast requirements, forecast weather problems, or other operational considerations ensuring productive use of mobility assets. Schedule changes must be coordinated with the affected stations and approved by one of the following:

9.9.1.1. TACC/XOZ. For ARC aircraft and crews, TACC/XOZ will coordinate with the appropriate ARC headquarters.

9.9.1.2. Air Force component commander having operational control. For ARC aircraft and crews coordinate with the appropriate ARC headquarters.

9.9.2. Basis for rerouting CONUS aeromedical evacuation missions will be aeromedical requirements and optimization of airlift. Aeromedical requirements includes, but are not limited to, Aeromedical Staging Facility (ASF) patient capabilities, specific patient requirements, and forecast aeromedical airlift capability for further movement of patients to destination hospitals, and location of other aircraft operating in the system and their mission priority. Most aeromedical evacuation missions operating to and within CONUS generally require further patient movement by C-9 missions. Interface with the C-9 aeromedical evacuation missions is extremely important. The GPMRC coordinates patient airlift requirements within CONUS and offshore areas. Additionally, they coordinate strategic aeromedical interface with the appropriate overseas Theater Patient Movement Requirements Center (TPMRC) and TACC/XOOMM (Strategic Aeromedical Airlift Branch).

9.10. Operational Support Flights:

9.10.1. AMC active duty operational support flights must be limited. They require GDSS, C2IPS, and ADANS message traffic (and telephone coordination with the AMC airlift director as needed) to insure managers are aware of all operations. Positioning, depositioning, support and ferry missions in CONUS may be used for operational support flights.

9.11. Replacement Aircraft. Aircraft on high priority missions with actual or potential extended deviations may be replaced provided the selected aircraft does not negatively impact the mission or aircraft integrity.

Chapter 10

AMC STANDBY FORCES

10.1. Policy. While AMC policy is generally to keep a minimum number of aircrews and aircraft on short-notice standby, it is sometimes necessary to have a standby force capability. Therefore, AMC aircrews and aircraft must be ready to respond to short-notice mobility tasks. AMC-gained AFRC/ANG units will not normally be requested to perform home station standby duties. Units flying AMC missions may be placed into standby status at en route locations.

10.1.1. Standby Forces Capability:

10.1.1.1. ALFA Standby. Crews shall be ready to take off within 1 hour after notification for C-141, KC-10, KC-135, and C-17 aircraft. C-5 can take off within 1.5 hours. Crews will be billeted at a location that will allow them to meet launch requirements. This will normally be on base.

10.1.1.2. BRAVO Standby. Crews shall be ready to take off within 3 hours after notification for C-141, KC-10, KC-135, and C-17. C-5 can take off within 3.5 hours. Crews may be billeted on or off base.

10.1.1.3. CHARLIE Standby. Crews shall be identified and capable of entering crew rest within 2 hours of TACC notification to their controlling unit, becoming legal for alert 12 hours later. Crews may then be placed in ALFA or BRAVO alert, or may be tasked to fly a mission. As with BRAVO, TACC will task wings to provide a specific number of CHARLIE crews.

10.1.1.4. Wing Standby Forces. As established by unit commander.

10.1.1.5. PHOENIX BANNER. See AFI 11-289, *PHOENIX BANNER, PHOENIX SILVER, and PHOENIX COPPER Operations*.

10.1.2. Authority:

10.1.2.1. TACC commander may establish and task ALFA, BRAVO, or CHARLIE standby forces for priority missions. TACC will coordinate with ANGRC/DOC or USAFR/DOOC as appropriate for standby forces.

10.1.2.2. Unit commanders may establish a wing standby force over and above other standby forces, when expecting short-notice priority taskings.

10.1.3. Forming the Standby Force. A standby force is formed when the unit completes the actions that will allow the aircraft to take off or crews to enter crew rest in the specified time. ***NOTE:*** AMC Commander may waive any crew rest periods but normally only during high priority mobility tasks or changes in unit readiness.

10.1.3.1. ALFA.

10.1.3.1.1. Form ALFA standby forces as soon as possible after being tasked.

10.1.3.1.2. This force is ready when the aircraft is configured, serviced, and mission capable, and the crew has completed the preflight up to "Before Starting Engines/Ready To Start Engines Checklist" and is legal for alert.

10.1.3.1.3. Units must plan to keep tasked aircraft on standby for 48 hours. Exceptions require TACC coordination.

10.1.3.2. BRAVO.

10.1.3.2.1. Form BRAVO standby forces ASAP after notification.

10.1.3.2.2. This force is ready when the crew has completed prestandby crew rest and is legal for alert.

10.1.3.3. CHARLIE.

10.1.3.3.1. Form CHARLIE standby forces ASAP after notification.

10.1.3.3.2. This force is ready when the crew has been identified of their standby responsibilities and they can be notified to enter crew rest within 2 hours of TACC notification.

10.1.3.4. Unit commanders may form wing standby forces at their discretion. ***NOTE:*** When ALFA or BRAVO standby forces are launched, a new standby force must be formed using the criteria in paragraphs **10.1.3.**, **10.1.4.1.**, and **10.1.4.2.** after the takeoff of the original standby aircraft. If activated, CHARLIE standby forces do not need backfill unless specifically tasked by TACC. If not activated, wings will continue the CHARLIE alert commitment until relieved by TACC.

10.1.4. Standby Force Management and Crew Rest:

10.1.4.1. ALFA Standby.

10.1.4.1.1. Aircrews must have 12 hours of prestandby crew rest before or after aircraft preflight.

10.1.4.1.2. Aircrews must complete all preflight duties within 6 hours of crew show time. If preflight time exceeds 6 hours, the crew must have an additional 12-hour prestandby crew rest.

10.1.4.1.3. Once an ALFA standby force is formed, additional preflights may be necessary to maintain the ALFA aircraft. Additional preflights which are started and completed during normal waking hours do not interrupt predeparture crew rest.

10.1.4.2. BRAVO Standby. Crews may be alerted after 12 hours of prestandby crew rest. Preflight duties are not authorized during crew rest.

10.1.4.3. CHARLIE Standby. Crews are not restricted from normal duties and activities while on CHARLIE standby. Crews must be physically available to enter crew rest within 2 hours of TACC notification of the controlling unit. If crews are alerted to enter crew rest, the TACC will direct appropriate crew actions following the crew rest period (assume ALFA or BRAVO standby, or fly a mission). CHARLIE standby duty is considered complete for the standby crew upon notification to enter crew rest.

10.1.4.4. Wing Standby.

10.1.4.4.1. Wing commanders must give wing standby crews normal predeparture crew rest IAW AFI 11-2-MDS Specific, Volume III.

10.1.4.4.2. Standby duty is limited to 12 hours. Crews will receive at least 12 hours of crew rest prior to another 12 hours of standby duty.

10.1.4.5. Post-standby missions. Upon completion of standby duty, aircrew members may be dispatched on a mission.

10.1.4.5.1. Standby duty and predeparture crew rest may be concurrent if notification is provided at least 12 hours before departure.

10.1.4.5.2. If started, post-standby crew rest must be completed before the start of predeparture crew rest.

10.1.4.5.3. If an aircrew member is dispatched on a mission in lieu of post-standby crew rest, compute the post-mission crew rest time on standby time plus mission time (do not include CHARLIE standby time).

10.1.4.6. Post-Standby Crew Rest. Aircrew members not dispatched on a mission following standby duty will receive post-mission standby crew rest as follows:

10.1.4.6.1. If standby duty was performed away from normal quarters, crew rest time is computed from this standby time on the same basis as for mission time.

10.1.4.6.2. If standby duty was performed in normal quarters, no crew rest time is authorized. EXCEPTION: For wing standby, see paragraph **10.1.4.4.**

10.1.5. Command and Control. The TACC commander controls the AMC standby force. TACC may direct fuel loads, planned routing configurations, basic aircrew, or other specific details. All standby force tasking information and subsequent changes will be sent through command and control channels so that TACC and wing command posts will have current standby force status at all times.

10.1.6. Crew Duty Time.

10.1.6.1. Do not keep ALFA standby crews on duty for more than 48 hours. ALFA crew duty time begins when the unit is told to launch unless the crew is preflighting, in this case crew duty time begins when the crew first reported for that duty.

10.1.6.2. Do not keep BRAVO standby crews on duty for more than 48 hours. After 48 hours, the crew must have been launched, released, or placed on predeparture crew rest. Crew duty time begins when the crew shows for duty.

10.1.6.3. Do not keep CHARLIE standby crews on duty for more than 72 hours. After 72 hours, the crew must be released for 12 hours before reentering CHARLIE standby or crew rest for other activities. Alerting CHARLIE standby crews does not begin a crew duty period.

10.1.6.4. Wing standby crew duty times are limited to 12 hours.

10.1.6.5. Do not use a standby crew (except CHARLIE standby crews) to preflight aircraft, other than their own, or perform any other duties while on standby.

10.1.7. Standby Reporting. Report unit standby forces status through command and control channels. Report the following to TACC:

10.1.7.1. Forecast and actual forming of a standby force.

10.1.7.2. Launch of a standby force. (Report aircraft movement using AMCI 10-202, Volume IV, procedures.)

10.1.7.3. Alerting CHARLIE standby crews to enter crew rest. Notify TACC of the time the crew entered crew rest.

10.1.7.4. If unable to launch the ALFA or BRAVO standby force, or alert the CHARLIE standby force in the required time (due to maintenance, weather, etc.).

10.2. Aircraft Configuration:

10.2.1. ALFA Standby. As specified or:

10.2.1.1. C-141: C-2 (see AFI 11-2-MDS Specific, Volume III, Addenda A).

10.2.1.2. C-5: CP-2 modified with 75 seats installed (see AFI 11-2-MDS Specific, Volume III, Addenda A)

10.2.1.3. C-17: C-2 (see AFI 11-2-MDS Specific, Volume III, Addenda A).

10.2.1.4. KC-10: Configuration D modified with 75 seats installed (see AFI 11-2-MDS Specific,Volume III, Addenda A)

10.2.1.5. KC-135: Standard configuration.

10.2.2. BRAVO Standby. Configuration will be as directed by higher headquarters. When setting up a BRAVO standby force, the tasking authority will provide the following:

10.2.2.1. Aircrew qualification and number of loadmasters and/or boom operators.

10.2.2.2. Aircraft configuration.

10.2.2.3. Fuel load.

10.2.2.4. Auxiliary equipment required.

10.2.3. PHOENIX BANNER ALFA, BRAVO, and CHARLIE Standby. See AFI 11-289.

10.3. ALFA Standby and J-Alert Aircraft Security. Each unit will complete a maintenance and aircrew preflight inspection when they put an aircraft on ALFA standby status. Secure all hatches and access doors and seal the crew entrance door with a metal boxcar seal or controllable device, which will prevent entry without damage to the door, seal, or controllable device. The aircraft commander will ensure the aircraft is closed and doors sealed before entering crew rest. The command post (TACC/XOC if there is no command post) must grant permission before any person may enter an aircraft once the plane is sealed. Ensure standby aircraft is resealed any time the aircraft has been opened. The aircraft commander or designated representative must be present if access to the assigned aircraft is required.

Chapter 11

89 AW MANAGEMENT

11.1. Administration:

11.1.1. Applicability. This chapter applies to the 89 AW.

11.1.2. Availability of Forms. Specialized forms used only by the 89 AW will be locally developed, produced, maintained, and stocked.

11.2. Policies:

11.2.1. General. This chapter outlines policies and responsibilities for management of the 89 AW to assure mission accomplishment. It prescribes specific actions which enable the wing to respond to the air transportation requirements of the President, Vice President, Cabinet members of the United States, and other high ranking dignitaries. Deviations from specific policies may be required during certain missions. The 89 AW Commander will determine when operations requirements dictate deviations; however, these must be minimized to ensure continuity of operations.

11.2.2. Objectives:

11.2.2.1. Totally satisfy user airlift requirements.

11.2.2.2. Preserve an adequate response capability.

11.2.2.3. Satisfy training requirements.

11.2.2.4. Standardize operations and management procedures.

11.2.3. Special Air Mission (SAM)**.** The Special Air Missions Officer, Office of the Vice Chief of Staff, USAF, (CVAM Airlift Operations) validates all Air Force airlift supporting the White House or any other branch of the Government and acts as the single coordination agent for SAM airlift fleet. This office determines priorities of requesting agencies and bills transportation costs to users. Coordinate all actions involving movement of 89 AW SAM aircraft with HQ USAF/CVAM.

11.2.4. Helicopter Airlift Missions. The USAF Director of Operations and readiness (HQ USAF/XOO) validates 1st Helicopter Squadron (HS) airlift missions. Coordinate all actions involving the movement of 89 AW helicopters with the Airlift Division of HQ USAF/XOO. The 1 HS maintenance section will assign H-1 tail numbers for all helicopter missions.

11.2.5. Command Authority. Aircraft and crews of the 89 AW are outside the normal command authority of the AMC command and control system. OPCON authority is delegated directly from AMC/CC to 89 AW commander.

11.2.6. Operational Control-Fixed Wing:

11.2.6.1. CVAM Airlift Operations validates 89 AW special air missions.

11.2.6.2. The 1 AS and 99 AS commanders schedule training missions subject to the mission/alert requirements.

11.2.6.3. The 89 AW Commander delegates primary responsibility for mission management to the aircraft commander. Aircraft commanders, as representatives of the 89 AW Commander, are the final authority for all operational matters pertaining to their aircraft, crew, and mission.

11.2.6.4. Planning. The 89 AW current operations branch (OSO) acts as the single point of contact for mission assignment from HQ USAF/CVAM and TACC/XOF. The 89 OSS/OSO acts as executive agent for 89 AW commander to ensure missions are planned and executed as tasked by HQ USAF/CVAM and TACC/XOF. During the mission planning phase, 89 OSS/OSO acts as liaison between the aircraft commander and HQ USAF/CVAM or TACC/XOF.

11.2.6.5. Execution. In coordination with 89 OSS/OSO, the Andrews command post acts as the executive agent for the 89 AW Commander on command and control matters. The 89 OSS/OSO acts as liaison between SAM aircraft commanders and HQ USAF/CVAM through the Andrews command post.

11.2.7. Operational Control-Helicopters:

11.2.7.1. The USAF Director of Operations and Readiness (HQ USAF/XOO) is the primary tasking agent for 89 AW helicopter operations. Coordinate all actions involving movement of 89 AW helicopters with HQ USAF/XOO.

11.2.7.2. The 1 HS commander schedules training missions subject to mission and alert requirements levied by the USAF/XOO and applicable operational plans.

11.2.7.3. The 89 AW commander delegates, through 1 HS commander, primary responsibility for mission execution to the aircraft commander. Aircraft commanders, as representatives of the 89 AW Commander, are the final authority for all operational matters pertaining to their aircraft, crew, and mission.

11.2.7.4. Planning. The 1 HS Mission Control (MC) acts as the single point of contact for mission assignment from HQ USAF/XOO. The 1 HS/MC ensures missions are planned and executed as tasked by HQ USAF/XOO. During the mission planning phase, 1 HS/MC acts as liaison between the aircraft commander and HQ USAF/XOO.

11.2.7.5. Execution. The 1 HS/MC acts as the executive agent for the 89 AW Commander on command and control matters, and acts as liaison between 1 HS aircraft commanders and HQ USAF/XOO.

11.3. Responsibilities:

11.3.1. TACC:

11.3.1.1. Monitors 89 AW capability, ensuring requirements are met and resources are used effectively.

11.3.1.2. Provides operational point of contact with HQ USAF and other agencies on all 89 AW activities.

11.3.1.3. Allocates flying hours.

11.3.2. 89th Airlift Wing:

11.3.2.1. 89th Operations Group (OPG) commander ensures the policies of this volume are followed by all agencies and individuals as appropriate.

11.3.2.1.1. Applies aircrew resources to meet mission and training requirements, optimizes use of resources and stabilizes workloads.

11.3.2.1.2. Informs HQ USAF/CVAM when the capabilities of the wing resources for SAM missions are limited. No formal report is required.

11.3.2.2. 89th Logistics Group (LG) commander:

11.3.2.2.1. Applies aircraft resources to meet SAM requirements.

11.3.2.2.2. Coordinates with HQ USAF/CVAM to ensure maintenance requirements of the wing are integrated with mission tasking.

11.3.2.3. Rated Personnel Selection. Applications for duty with the 89 AW for fixed wing pilots and navigators are submitted to the 89 OSS/DP (personnel office) via HQ AMC/DP, Rated Officer Assignments. The 89 OPG commander is the approval authority for the interview and selection process.

11.3.3. Flying Units:

11.3.3.1. Develop and monitor the aircrew schedule.

11.3.3.2. Inform 89 OSS/OSO when aircrew resources cannot fulfill SAM requirements.

11.3.3.3. Maintain aircrew training and currency records.

11.3.4. Aircraft Commander Responsibility and Authority. See AMCI 11-202, Volume 1.

11.4. Mission Planning and Scheduling:

11.4.1. SAM Policy. 89 OSS/OSO will ensure missions are planned and executed as directed by HQ USAF/CVAM. Do not accept changes from sources other than 89 OSS/OSO or HQ USAF/CVAM.

11.4.2. Helicopter Airlift Mission Policy. All requests for helicopter airlift will be directed to HQ USAF/XOO for approval and coordination. The 1 HS mission control officer will in turn schedule the approved missions against designated helicopter alert positions.

11.4.3. Mission Identifiers:

11.4.3.1. Fixed Wing. Mission identifiers for SAM CLOSE HOLD missions operated by 89 AW aircraft are computer generated numbers from the Special Air Mission Management System (SAMMS). SAM missions that are not designated as CLOSE HOLD will use the standard AMC mission identifiers contained in the pax/cargo schedule.

11.4.3.2. Helicopters. Helicopter airlift missions levied by HQ USAF/XOO are normally completed in one day. Normal procedure is for HQ USAF/XOO to assign a mission number which will include the date of origin of the mission and a sequential number beginning with number "01."

Chapter 12

375 AW MANAGEMENT

12.1. Administration:

12.1.1. Applicability. This chapter applies to Headquarters AMC, 375 AW, its airlift and aeromedical evacuation squadron and detachments, and those en route elements which support 375 AW airlift missions.

12.1.2. Supplements. To standardize command operations, do not supplement the basic policies or responsibilities laid out in this instruction. Supplements may only amplify or refine particulars of this instruction. Send copies of any supplement to 375 OPG/CC, HQ AMC/DOO, and TACC/XO.

12.2. Policies:

12.2.1. General. This chapter establishes policies for managing aircrews and aircraft during normal operations. These policies are flexible to meet changing requirements. Commanders may deviate from these policies only when absolutely essential to meet operational requirements. Report all commander's deviations through 375 OPG channels.

12.2.2. Objectives. This chapter's objectives are to:

12.2.2.1. Satisfy user requirements.

12.2.2.2. Stabilize aircrew, aircraft, and maintenance workload scheduling.

12.2.2.3. Standardize operations.

12.2.2.4. Preserve an adequate response capability.

12.2.2.5. Delegate authority to the lowest practical level.

12.2.3. Schedules. Both operations and maintenance must develop monthly and weekly schedules. Although these schedules are produced separately, they are directly related in the overall planning effort.

12.2.4. Command and Control:

12.2.4.1. The Scott command post provides continuous command and control of all aeromedical forces under the control of the 375 AW.

12.2.4.2. OPCON authority is delegated directly from AMC/CC to 375 AW commander. TACC/XOF tasks, plans, and controls all operational support airlift missions. All mission accomplishment matters will be reported directly to TACC/XOF.

12.2.4.3. All local training flights are operationally controlled by their squadron or detachment commanders as an extension of the 375 AW. Command and control is exercised through the local base command post.

12.3. Responsibilities:

12.3.1. HQ AMC/TACC:

12.3.1.1. Manages flying hour commitments.

12.3.1.2. Manages training, aeromedical, and operational support airlift requirements.

12.3.1.3. Monitors 375 AW capability.

12.3.1.4. TACC/XOF plans and manages operational support missions.

12.3.2. 375th Airlift Wing:

12.3.2.1. Determines capability, develops CONUS C-9 aeromedical mission schedules, and monitors the application of resources.

12.3.2.2. Applies aircrew resources to meet mission and training schedules.

12.3.3. Squadrons and detachments:

12.3.3.1. Develop required reports, schedules, and plans in coordination with host base maintenance.

12.3.3.2. Schedule assigned and attached aircrew members.

12.3.3.3. Maintain aircrew training and currency records.

12.3.3.4. Maintain individual flight evaluation folders and records for all assigned and attached pilots.

12.3.3.5. Coordinate launch and recovery procedures of local and operational support airlift missions with base operations or command post and maintenance.

12.3.3.6. At non-AMC bases, send all AMC reports according to AFI 25-201, *Support Agreements Procedures*. The supporting maintenance unit must provide information to complete the necessary reports and weekly updates.

JOHN D. HOPPER JR., Major General, UASF
Director of Operations

Attachment 1

IC 98-01 TO AMCI 11-206, MOBILITY FORCE MANAGEMENT, 1 FEBRUARY 1996

1 Apr 98

8.4.1. SRT and Firm SRT (FSRT) are scheduling tools used by air mobility units to predict when crews will return to home station. It allows force managers to plan aircrew availability and provides crews visibility over monthly flying activities. AMC and AMC-gained C-5, C-9, KC-10, KC-135, C-141, and C-17 aircrews (except those on standby at home station) will have an SRT established on their flight orders. Units, aircrews, and C2 agencies (including TACC) must be aware that flight orders and AMC Form 59 SRT entries refer to mission end time, not FSRT. FSRT must be computed as in **8.4.1.1.** below. The FSRT for the crew will be entered in the crew information section of the flight orders.

8.4.1.1. Computations. Wing/group current operations will calculate SRTs using the mission end time. The SRT is the same as the scheduled mission end time and will be used on the AMC Form 59 for tracking purposes. Mission end time is defined as the time the aircrew is scheduled to return to home station based on scheduled mission timing or return times printed in OPORDs (for deployments). AMC's goal is to return all crews to home station NLT 2 hours past SRT. FSRT for active duty, is scheduled mission end time plus 48 hours. ANG and AFRC is defined as SRT plus 24 hours.

8.4.1.3. Missions of unknown duration (e.g., contingencies). SRT is determined by the TACC/XOO. SRTs for ARC crews flying contingency missions will be coordinated with HQ AFRC or ANGRC.

8.4.1.5. C-130 Unit Deployments. SRT is computed as scheduled redeployment date (or deployment duration). Deployed units will adhere to SRT specified in deployment orders.

8.4.1.6. BRAVO/ALFA alert. Crews on alert will have "TBD" on their orders for an SRT. Upon notification, the controlling agency (normally the TACC) will determine SRT based on projected mission duration, enter this SRT in the Global Decision Support System (GDSS) and inform the aircraft commander. If launching against a mission of unknown duration, the TACC/XOO will determine SRT. SRT and FSRT rules apply to crews launched from BRAVO/ALFA alert.

8.4.3.1. During periods of routine mobility operations, aircrews will not be diverted or delayed in the AMC system so as to prevent their return by FSRT. The following applies to both active and ARC aircrews:

8.4.3.1.1. If it appears the FSRT will be overflown, TACC/XOC will coordinate with the aircraft commander and unit commander to determine the action to be taken. If the crew returns home prior to mission completion, TACC/XOC is responsible for working another crew. For ANG/AFRC crews, TACC/XOC will also coordinate with aircraft commander and home unit for SRT overflight.

8.4.3.1.2. Priority one add-ons, natural disaster relief, emergency air evacuation missions, and JCS-directed requirements will be supported, even when the SRT will be overflown. TACC/XOZ will direct FSRT overflight for active duty crews, when required on a case-by-case basis. TACC/XOZ will coordinate with ANG/AFRC aircraft commander and unit commander for FSRT overflight approval.

8.4.3.2. For active units, TACC will notify the crew and parent wing of the new expected return time. If the home wing or group identifies an overriding problem associated with keeping an individual crew member past their FSRT, the home station command post will notify TACC of the special circumstances. TACC/XOZ will make every effort to meet special circumstance requests.

8.4.3.3. For ANG/AFRC units. FSRTs for ANG/AFRC aircrews will be considered firm and will not be overflown without the approval of the aircraft commander and the parent unit. ANG/AFRC units will be notified of pending SRT and FSRT overflight as early as possible so a crew replacement may be accomplished, or crew member extension approved, if needed.

8.4.3.4. All replacement crew members travel in ACM status (positioning/depositioning crewmember) according to AMCI 11-208, Tanker/Airlift Operations. If this is impossible, HQ AMC TACC/XOCA will verify that no military or contract transportation is available, then call the unit commander, associate wing commander (AFRC) or wing/group commander (ANG) for approval to send the crew members(s) via commercial transportation. ll crew members on AMC missions may use DD Form 1610 for commercial transportation if required (see MACR/AFRESR 45-14, *Management of the Reserve Associate Program*, chapter 3, for funding provisions). In addition, TACC/XOOM will coordinate for any required Military Personnel Appropriation (MPA) man-days for ARC personnel.

8.4.4. Managing scheduled return time. Crews will be monitored closely by TACC and all en route command and control centers (CCCs) to ensure recovery by the FSRT. CCC must consider SRTs in the management of stage crews. If SRTs are not a factor, first-in, first-out concept will normally apply. TACC/XOC is responsible for managing crew members who are separated from their aircraft so they return to home station by FSRT.

Attachment 2

IC 98-2 TO AMCI 11-206, MOBILITY FORCE MANAGEMENT, 1 APRIL 1998

8 Jun 98

5.2.2.1 DELETED

5.2.2.2. DELETED

5.3.1. This guidance establishes and implements procedures and responsibilities for AMC long-range scheduling. The purpose is to improve the efficiency of air mobility assets. There are three desired outcomes: provide a vehicle for conflict resolution at the earliest possible time; provide a vehicle to analyze for expected OPSTEMPO; and enable coordination between AMC, ANG, and AFRC under a single air mobility system (SAMS).

5.3.1.1. DELETED

5.3.1.2. DELETED

5.3.1.3. DELETED

5.3.1.4. DELETED

5.3.1.5. DELETED

5.3.1.6. DELETED

5.3.1.7. DELETED

5.3.1.8. DELETED

5.3.2. Information Gathering and Consolidation

5.3.2.1. The key to this process is to gather the scheduling inputs from all available sources. The effectiveness of the long-range planning process is dependent on accurate data and timely transmission. Additionally, translation of inputs into a consolidated picture of future activity is the only way in which effective analysis and conflict resolution can occur, and is crucial to improving efficiencies in our air mobility system.

5.3.2.2. TACC/XOB will be the office of primary responsibility (OPR) for database management. The AFRC and NGB agencies that have visibility on long-range scheduling issues will submit inputs to TACC/XOB by the first workday of each quarter. The long-range schedule covers the time period of 3 months out to 5 years. **Figure 5.1.** is a matrix which shows reporting agencies and the activities they will report. All active duty agencies will input their data by the first workday of each quarter (1 Oct, 1 Jan, 1 Apr, 1 Jul). ANG and AFRC agree to allow TACC/XOB to download their long-range schedule into the database as necessary.

Figure 5.1. Matrix

AGENCY	ACTIVITY/S
AMC/IG	ORIs, NSIs, ERIs
AMC/DOP	JCS Exercise Schedule (AMC Participation)
TACC/XOBC	C-130 Unit Deployments, Significant/ Large-Scale JA/ATTs
AMC/DOV	ASEVs, PHOENIX RODEO
TACC/XOOS	Joint Readiness Exercises, Multilaterals, Alerts
TACC/XOOO	PNAF SAAMs, Treaty SAAMs, Capstone, Alerts,CVAM
TACC/XOBA	European and Pacific SIDs
TACC/XOBK	Horseblanket Missions, ITUD, CORONETS, AEF Deployments, Business Efforts
TACC/XOG	Channels
AMC/DOK	Flag Exercises
TACC/ XOP	JCS Exercises, Contigencies
AMC/XP	Aircraft Modifications, BRAC Movements
AFRC and ANG	All Known Long-Range Scheduling Information

5.3.2.2.1. Inputs do not need to be precise statements of requirements; estimates of activity based on past experience or current trends are acceptable. Estimates should include: type activity, number of aircrews and aircraft, required base operating support forces, and projected dates or time frames (to the nearest quarter, minimum). All agencies should tentatively list (not task) activities by wing.

5.3.2.2.2. TACC/XOB will transfer necessary manual inputs into a master database by the 15th of the first month of each quarter (Oct, Jan, Apr, Jul). This database will be made accessible to all agencies via hard copy, electronic copy, or web access by the 20th of the first month of each quarter.

5.3.3. Activity Deconfliction.

5.3.3.1. One of the primary purposes of the long-range planning process is to provide a vehicle for identifying and resolving conflicts between events as far in advance as possible. By identifying conflicting requirements well before their execution, planners can reduce changes, confusion, turbulence, and generally increase the overall efficiency of air mobility assets.

5.3.3.2. Upon receipt of inputs and following consolidation into a single database, TACC/XOB will highlight time frames where obvious conflicts exist between activities. Conflicts will be communicated to

input agencies when the database is made available (per **2.2.2.** above). Input agencies are also responsible for identifying potential conflicts not already identified by TACC/XOB.

5.3.3.2.1. Each agency is responsible for coordinating conflicts with other affected agencies to attempt to resolve the conflict. This coordination should commence as soon as the discrepancy is noticed and be completed by the 1st day of the 2d month of each quarter (1 Nov, 1 Feb, 1 May, 1 Aug).

5.3.3.2.2. If there are any unresolved conflicts as of the 1st of the 2d month of each quarter, TACC/XOB will convene the Long-Range Scheduling Board. This board will consist of a member from each input agency (preferably 0-5 and below). The board will be charged with developing a plan of action to rectify the conflict, complete with time frames and OPRs. TACC/XOB will then be responsible for monitoring the progress in executing the plan. Elevation of the issue to a higher level will be considered if the problem is intractable or if the board is aware of extenuating circumstances that merit higher level involvement.

5.3.2.2.2. TACC/XOB will transfer necessary manual inputs into a master database by the 15 'h of the first month of each quarter (Oct, Jan, Apr, Jul). This database will be made accessible to all agencies via hard copy, electronic copy, or web access by the 20'h of the first month of each quarter.

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5.3.3.2. Upon receipt of inputs and following consolidation into a single database, TACC/XOB will highlight time frames where obvious conflicts exist between activities. Conflicts will be communicated to input agencies when the database is made available (per **2.2.2.** above). Input agencies are also responsible for identifying potential conflicts not already identified by TACC/XOB.

5.3.3.2.3. Final resolution of conflicts will be monitored and documented by TACC/XOB. Input agencies retain the responsibility to work issues assigned by the Long-range Scheduling Board. The quarterly update to the long-range schedule will be complete by the 15th of the last month of the quarter (Dec, Mar, Jun, Sep).

5.3.3.3. TACC/XOB will brief the 5-year schedule to AMC/CC in July of each year.

5.3.3.3.1. The 5-year plan will be thoroughly coordinated through all customers and staff agencies prior to the July presentation. This will keep all parties informed and maintain process integrity.

5.3.4. Long-Range Scheduling Product.

5.3.4.1. The actual output of the long-range scheduling process must support many types of queries, provide an accessible basis for analysis, and be portable to many users. These elements are essential to allowing easy identification of possible conflicts, accurate analysis of future levels of activity, and providing a vehicle for effective coordination under the one mobility system.

5.3.4.2. TACC/XOB will send a copy of the long-range schedule in spreadsheet/sandchart format on the 20th of the last month of the quarter (Dec, Mar, Jun, Sep) to the AMC/DO, AMC/LG, AFRC/DO, ANG/DO, AMC/IG and TACC/CC. The quarterly report will be sorted by unit. As a minimum the report will depict the MDS, date of activity, number of aircraft, and number of aircrews for all the items listed in **Fig-**

ure 5.1. The AMC/DO, TACC/CC, NAF/ CCs and an appropriate representative from the AFRC and ANG will be invited to attend the annual July brief to the AMC/CC.

5.3.4.2.1. Agencies desiring changes to the format or mode of transmission of the long-range scheduling product will submit requests to TACC/XOB. XOB will consider requests and coordinate proposed changes with affected agencies if required.

5.3.4.2.2. The long-range scheduling product should also include an analysis of future activity including projected annual OPSTEMPO, as well as periods when peaks and valleys in activity can be expected. This forecast should include estimates of TWCF and 0 and M flying hour usage rates.

5.3.5. Feedback and Evaluation Process.

5.3.5.1. The continued effectiveness of the long-range scheduling process depends on routine updates and improvements to respond to changing conditions or newly identified opportunities. AMC/DOOO is the primary OPR for changes to the long-range scheduling process.

5.3.5.2. The primary vehicle for assessing the effectiveness of the long-range scheduling process will be user feedback. Forward suggested changes and improvements to AMC/DOOO.

5.3.5.2.1. All members of the Long-Range Scheduling Board will solicit feedback from customers. The 5-year schedule briefed to the AMC/CC in July of each year will be made available to customers in August. Agencies will follow up to get feedback from customers by the end of September.

5.3.5.2.2. Customer feedback will be discussed and evaluated at the November Long-Range Scheduling Board meeting. If no meeting was otherwise planned, TACC/XOB will convene the meeting for the purpose of re-evaluating the previous year's process. The long-range scheduling log will also be used in these process improvement discussions.

5.3.5.2.3. The Long-Range Scheduling Board will submit proposals for change to AMC/DOOO by the end of November of each year. AMC/DOOO will provide staff support to coordinate and implement changes.***5.3.2.2.1.** Inputs do not need to be precise statements of requirements; estimates of activity based on past experience or current trends are acceptable. Estimates should include : type activity, number of aircrews and aircraft, required base operating support forces, and projected dates or time frames (to the nearest quarter, minimum). All agencies should tentatively list (not task) activities by wing.

Attachment 3

IC 99-1 TO AMCI 11-206, MOBILITY FORCE MANAGEMENT, 8 JUNE 1998

1 Jun 99

10.1.1.3. CHARLIE Standby. Crews shall be identified and capable of entering crew rest within 2 hours of TACC notification to their controlling unit, becoming legal for alert 12 hours later. Crews may then be placed in ALFA or BRAVO alert, or may be tasked to fly a mission. As with BRAVO, TACC will task wings to provide a specific number of CHARLIE crews.

10.1.1.4. Wing Standby Forces. As established by unit commander.

10.1.1.5. PHOENIX BANNER. See AFI 11-289, *Phoenix Banner, Phoenix Silver, and Phoenix Copper Operations*.

10.1.2.1. TACC commander may establish and task ALFA, BRAVO, or CHARLIE standby forces for priority missions. TACC will coordinate with ANGRC/DOC or USAFR/DOOC as appropriate for standby forces.

10.1.2.2. Unit commanders may establish a wing standby force over and above other standby forces, when expecting short-notice priority taskings.

10.1.3. Forming the Standby Force. A standby force is formed when the unit completes the actions that will allow the aircraft to take off or crews to enter crew rest in the specified time. ***NOTE:*** AMC Commander may waive any crew rest periods but normally only during high priority mobility tasks or changes in unit readiness.

10.1.3.3. CHARLIE.

10.1.3.3.1. Form CHARLIE standby forces ASAP after notification.

10.1.3.3.2. This force is ready when the crew has been identified of their standby responsibilities and they can be notified to enter crew rest within 2 hours of TACC notification.

10.1.3.4. Unit commanders may form wing standby forces at their discretion. ***NOTE:*** When ALFA or BRAVO standby forces are launched, a new standby force must be formed using the criteria in paragraphs **10.1.3.**, **10.1.4.1.**, and **10.1.4.2.** after the takeoff of the original standby aircraft. If activated, CHARLIE standby forces do not need backfill unless specifically tasked by TACC. If not activated, wings will continue the CHARLIE alert commitment until relieved by TACC.

10.1.4.3. CHARLIE Standby. Crews are not restricted from normal duties and activities while on CHARLIE standby. Crews must be physically available to enter crew rest within 2 hours of TACC notification of the controlling unit. If crews are alerted to enter crew rest, the TACC will direct appropriate crew actions following the crew rest period (assume ALFA or BRAVO standby, or fly a mission). CHARLIE standby duty is considered complete for the standby crew upon notification to enter crew rest.

10.1.4.4. Wing Standby.

10.1.4.4.1. Wing commanders must give wing standby crews normal predeparture crew rest IAW AFI 11-2-MDS Specific, Volume III.

10.1.4.4.2. Standby duty is limited to 12 hours. Crews will receive at least 12 hours of crew rest prior to another 12 hours of standby duty.

10.1.4.4.3. DELETED

10.1.4.5. Post-standby missions. Upon completion of standby duty, aircrew members may be dispatched on a mission.

10.1.4.5.1. Standby duty and predeparture crew rest may be concurrent if notification is provided at least 12 hours before departure.

10.1.4.5.2. If started, post-standby crew rest must be completed before the start of predeparture crew rest.

10.1.4.5.3. If an aircrew member is dispatched on a mission in lieu of post-standby crew rest, compute the post-mission crew rest time on standby time plus mission time (do not include CHARLIE standby time).

10.1.4.6. Post-Standby Crew Rest. Aircrew members not dispatched on a mission following standby duty will receive post-mission standby crew rest as follows:

10.1.4.6.1. If standby duty was performed away from normal quarters, crew rest time is computed from this standby time on the same basis as for mission time.

10.1.4.6.2. If standby duty was performed in normal quarters, no crew rest time is authorized. EXCEPTION: For wing standby, see paragraph **10.1.4.4.**.

10.1.6.3. Do not keep CHARLIE standby crews on duty for more than 72 hours. After 72 hours, the crew must be released for 12 hours before reentering CHARLIE standby or crew rest for other activities. Alerting CHARLIE standby crews does not begin a crew duty period.

10.1.6.4. Wing standby crew duty times are limited to 12 hours.

10.1.6.5. Do not use a standby crew (except CHARLIE standby crews) to preflight aircraft, other than their own, or perform any other duties while on standby.

10.1.7.3. Alerting CHARLIE standby crews to enter crew rest. Notify TACC of the time the crew entered crew rest.

10.1.7.4. If unable to launch the ALFA or BRAVO standby force, or alert the CHARLIE standby force in the required time (due to maintenance, weather, etc.).

10.2.1.1. C-141: C-2 (see AFI 11-2-MDS Specific, Volume III, Addenda A).

10.2.1.2. C-5: CP-2 modified with 75 seats installed (see AFI 11-2-MDS Specific, Volume III, Addenda A).

10.2.1.3. C-17: C-2 (see AFI 11-2-MDS Specific, Volume III, Addenda A).

10.2.1.4. KC-10: Configuration D modified with 75 seats installed (see AFI 11-2-MDS Specific, Volume III, Addenda A).

10.2.3. PHOENIX BANNER ALFA, BRAVO, and CHARLIE Standby. See AFI 11-289.

10.3. ALFA Standby and J-Alert Aircraft Security. Each unit will complete a maintenance and aircrew preflight inspection when they put an aircraft on ALFA standby status. Secure all hatches and access doors and seal the crew entrance door with a metal boxcar seal or controllable device, which will prevent entry without damage to the door, seal, or controllable device. The aircraft commander will ensure the aircraft is closed and doors sealed before entering crew rest. The command post (TACC/XOC if there is no

command post) must grant permission before any person may enter an aircraft once the plane is sealed. Ensure standby aircraft is resealed any time the aircraft has been opened. The aircraft commander or designated representative must be present if access to the assigned aircraft is required.

JOHN D. HOPPER JR., Major General, UASF

Director of Operations